HUDSON & RIVER FALLS R. R.

Formal Opening of the New Line Yesterday.

BEAUTIFUL VALLEY KINIKINIC

And the Boundless Hospitality of its Commercial Town.

During the past week, very many of the leading citizens of St. Paul, Stillwater, and Hudson, received invitations in language as tol-Opening of the Hudson & River Falls rail-

way.

The citizens of River Falls cordially invite The citizens of fiver Falls cordially invite yourself and ladies to participate in an excursion at the opening of the Hudson & River Falls railway, to River Falls, Wis., on Saturday, Oct. 26, 1878. Train will leave St. Paul at 10 o'clock a. M., from St. Paul, Stillwater & Taylor Falls depot, foot of Jackson street. In behalf of the reception committee.

E. R. STEPPENS, Chairman.

River Falls, Wis., Oct. 21, 1878.
The fact that close business relations already existed between St. Paul and River Falls, and the further fact that the road in honor of the opening of which the invitations were issued. was largely due to the investment of St. Paul capital, and St. Paul energy, led to a very general response to the invitation, so that when the hour of ten o'clock rolled around yesterday morning, some three hundred of our citizens. ladies and gentlemen, including many of the leading business men of the city, were gathered at the depot of the St. Paul, Stillwater & Taylors Falls railroad, foot of Jackson street, ready for the start. This was not long delayed, for soon the cry of "all aboard" was rung out by Conductor Hampson, and as jolly a party of ladies and gentlemen as ever left the Saintly City were enroute for their destination, thirty miles away. The train was added. nation, thirty miles away. The train was made up of engine No. 2, with John May in charge, a baggage car and six coaches. A trip through the cars showed, among others, the following CITIZENS OF ST. PAUL

in attendance: Ex Gov. Alex. Ramsey, Mayor Dawson, President E. F. Drake, General Manager J. W. Bishop and Superintendent John F. Lincoln, of the St. Paul & Sioux City railroad, Hon. Peter Berkey, Col. Girart Hewitt, True S. White, John Matheis, Gus Wilson, Frank Clark, general freight and passenger agent of the Chi-cago, St. Paul & Minneapolis railway, Frank Keogb, Major Pond and ladies, Capt. J. B. Jacobson, State statistician, and lady, Bart Presley and wife, Col. A. Allen, Adam Stahl-man, James H. Weed, Pascal Smith and wife, E. L. Erver, Geo. Beng. Alexander, Craw-E. L. Fryer, Geo. Benz, Alexander Crawford, J. W. Jagger, Matt. Holl, Adolph Bender, A. M. Radelliff, Prof. Wright, P. H. Kelly, Chris. Stahlman and lady, E. M. Thompson, P. Van Auken, Washington Stees and wife, B. W. Smith and wife, and Miss Georgie Ryder, D. D. Merrill and wife, Dr. David Day and wife, Joseph Oppenheim, Anson Oppenheim and wife, Judge Aaron Goodrich and wife, T. M. Metcalf and wife, Miss Haiter, Miss J. M. Clark, Miss Mary Kempt, Prof. and Mrs. Taylor. Mi. and Mrs. Pratt, E. M. Hodgson and wife, Miss Jennie Arnold, Miss Cornelia Siekles Rent, Bradley and wife, Miss Cornelia Siekles Rent, Bradley and wife. M. Hodgaon and wife, Miss Jennie Arnoid, Miss Cornelia Sickles, Benj. Bradley and wife, Mrs. J. D. Wood, Miss Lillie D. Wood, Mr. and Mrs. Elliott, William Constans, Frank Moore, E. P. Jacobs, E. M. Hallowell, Joseph McMilan, J. C. Terry, A. S. Leonard and wife, John C. Terry, Jr., Rus. Munger, John B. Brisbin and wife, Pennock Pusy, Dr. C. G. Higbee, Col. McNamara, and wife, C. D. Col. McNamara and wife, C. D. Strong and wife, Mrs. John F. Lincoln, W. W. Wadsworth, Mr. and Mrs. Ruff, C. N. Parkin, Prof. Bond and wife, representatives of the Globe, Pioneer Press and Dispatch, and others. At Elmo a long enough stop was had to take on board Gen. Mark D. Flower, Mrs. Flower and a lady friend, and then on to

STILLWATER JUNCTION,

which point was reached at 11:20. Here Conductor Joe May had a train of two cars in waiting filled with ladies and gentlemen of Stillwater, who had come out to unite with their St. Paul friends in assisting the people of River Falls to rejoice and be glad over the completion of this railroad. One of the cars of May's train was attached to the excursion train, the occupants of the other finding places in that, and then on to Hudson. Among the represenmen' were Capt. J. A. Reed and wife, Hon.
Isaac Staples and wife, Dr, Rhodes,
L. Torinus nd wife, Jotahan Lowell, Hon. E. S. Brown, H. R. Murdock,
Mrs. Judd Orff, the Misses Wheeler, Mrs. Moore, V. C. Sewell, Mr. Taylor, of the Lumberman, Miss Clara Chambers, Dud Hersey and wife, Louis Hospea and wife, Iva Wadworth, Steve Clewell, of the Lumberman, and Joe May, con-

AT HUDSON.

Hudson was reached at a little after 12 o'clock, and here the whole population seemed accompanied by the Hudson brass band, and as the train drew up to the deput, the band struck up a lively air, the ladies flung their delicate handkerchiefs to the breeze, and the men broke out into lusty cheers. To accommodate this great addition to the already large number, an additional coach had to be attached to the train, making eight coaches in all, in which were packed, by actual count, over 500 ladies and gentlemen. The crowd at this point had become so great that the reporter found it had become so great that the reporter found it impossible to gather the names, but among them he noticed M. A. Taylor of the Star and Times, Newell Clapp and wife, John S. Moffatt, Horace Barlow and wife, S. W. Fuller and wife, F. Platt and wife, George Munson, James Spencer, J. O. Henning, George Sharretts of the Hudson True Republican, M. Herrick, Frank Harding, John Glover, E. A. Glover, William Hatch and Dr. King. HUDSON & RIVER FALLS RAILROAD.

While the great train of excursionists is speeding along to River Falls, the commercial and manufacturing center of Pierce county, twelve miles away, a few words in relation to the inception and completion of the enterprise

Secretary-C. L. Hall. Vice-President—A. D. Andrews.
Directors—H. Thompson, A. K. Wilder, C. Gotzian, A. B. Stickney, St. Paul; D. M. Szbin, R. F. Hersey, Stillwater; C. S. Hall, J. Comstock, Hudson; A. D. Andrews, E. R. Stephens, River Falls.

Thus organized, the construction of the read

Thus organized, the construction of the road was placed in the hands of Mr. A. B. Stickney, the general manager of the St. Paul, Stillwater & Taylor's Falls and the North Wisconsin railroads, and an arrangement made for the first named company operating the road when completed, with Mr. Stickney as gauged manager. At the timeth ney as general manager. At the time this arrangement was made it was Mr. Stickney's intention to have the road completed and in operation by July 4th last, but unexpected and unsurmountable obstacles have been encount-ered, delaying the realization of this hope until

The first three or four miles of the road out The first three or four miles of the road out of Hudson is up the side of the high bluff on to the high tableland overlooking Lake St.

Croix, requiring heavy cutting and filling, the elevation being ninety-three feet to the mile, a pretty abrupt grade. This elevation surmount
sayings it was. This took place in the chapel of the chapel of the chapel of the body had been attended to the band sounded the signal and led off with a lively air for the school building, followed by the crowd.

The hall was packed to its utmost capacity, since he was in River Falls, and he was filled splendid stock.

ed, and the tableland reached, the country is rolling prairie, and easily adapted to railroad construction. As characteristic of Mr. Stick-

capital in it, and to manager Stickney, to whom, as much as any one man, probably, the success is due.

RIVER FALLS. The run from Hudson to River Falls was drew up on the table land it was halted, just where a view of Lake St. Croix with its serpentine shores, hemmed in by the majestic wooded bluffs, could be seen for miles at one glance, both up and down, and such a magnificent sight is was, declared by many who had visited the most noted senery of the world, to

TO A FEAST prepared by the generous citizens of the burg. And such a feast. And such generous, hearty good will as was evidenced by the ladies or gentlemen in charge. Time or space will not permit justice to this part of theday's programme. An old saying is "fit for a king," but unless the king in this case was a just and wise ruler, it would have been an insult to the generous doner to have set him down to the abundance of good things property.

the guests were ushered in

of good things prepared.

The Grobe representative, having learned the lesson, business first, pleasure afterwards, the lesson business first, pleasure afterwards, the lesson business first pleasure afterwards, the lesson business first pleasure afterwards. though rendered ravenously hungry by the tempting display of palate provoking edibles, restrained himself, and sought first to learn the restrained himself, and sought first to learn the programme of the reception. He was referred by good fortune to President Parker, of the Fourth State Normal school, located in the village, of the reception committee. In answer to the inquiry, President Parker replied in substance: "The programme is for you to sit right down at that programme is for you to sit right down at that table—there is a lady who will attend to your table—there is a lady who will attend to your wants—and eat, eat, eat; its there, prepared for you, and we want it disposed of. This will go on till 3 o'clock, when we will adjourn to the Normal school building, and a little talk. But now the programme is eat." The representative followed out this programme, and when he got up from that table he had a very strong jumpersion he would never year. very strong impression he would never want another meal. And he was not alone in that feeling. Ask Col. Hewitt, Gov. Ramsey, Tom white, et al. It was fearful the havor that was made, and still after the second 300 had been fed the supply of good things seemed to be as inexhaustible as when the first onslaught was made. If a famine was not bred in River Falls and Pierce county yesterday, then is the boast as to fertility and productiveness more than verified.

HISTORICAL. o'clock to roll round, the GLOBE represe was so fortunate as to meet Mr. A. P. Wild, of the reception committee, and as it turned out, one of the orators of the day, from whom he gleaned some facts of interest in reference to River Falls, and though it infringes somewhat on Mr. Wild's remarks, these points are given here. River Falls is situated on the Kinishing river which at that resist forms. river, which at that point forms a magnificent water power, only about half developed as yet. The village lies on both sides of the river, though the main business street and most of the residences are on the eastern bank. River Falls has been an unforto have turned out to not only greet the excursionists, but to join in it. The crowd was cipal business street in the last twelve years two within three years, destroying two-thirds of the business houses on Main street, and inflicting a loss of about \$100,000. Notwithstanding these serious setbacks, and the fact that it was an interior town, twelve miles from rail or water communication, the village has steadily advanced in population and wealth. Its water power, though but half developed, produces 75,000 barrels of flour yearly, entailing a consumption of half a million bushels of wheat, and gives steady employment to 100 men. The merchant mills are: the Prairie, owned by J. D. Palmer & Co.; the Greenwood by Geo. Fortune, the Cascade by Wm. Barker, and a first-class nine-run mill, the Junction, owned by Freeman & Stevens. The production of wheat tributary is from 600,000

to 700,000 bushels annually.

The enterprise of the leading men of River Falls is shown in the fact that they have borne one-eighth of the cost of the railroad to their town. But that this outlay will be lightly felt will be easily understood when it is stated that nine-tenths of the property within an area of six miles has been earned in the county. The owner of the Prairie mills, the capacity of which have been more than doubled in the past

prant, Stillwater, Hudson and River Falls' capital and enterprise combined for the accomplishment of the work, and it is done. In May last, we believe, a meeting was held in this city, and the Hudson & River Falls railroad company organized with the following officers.

President and Treasurer—Horace Thomp
an institution to which every citizen points with pride, and which is conceded to be an important factor in the high character of the people is the Fourth State Normal school, presided over by President Parker. The building is of brick, three stories, 95x143, a capacity of 800 pupils, and an average attendance of 300. of brick, three stories, 95x143, a capacity of 400 pupils, and an average attendance of 300. River Falls has five churches, Congregational, River Falls has five churches, Congregational, Methodist, Episcopal, Baptist and Catholic. It supports two papers, the River Falls Journal, by C. R. Morse & Co., and the River Falls Press, by Merrick & Fowler, with an average circulation of 1,800. It has three good country hotels, and a new one, a two-story brick. 45x100, nearly completed. Its public school buildings are two with a caracity of 350 pupils and a pressure two with a caracity of 350 pupils and several processing and two states. are two, with a capacity of 350 pupils, and an average attendance of 300. Its retail trade is very large, one general mercantile house doing a business of \$100,000 annually. Most of its business houses now, after its frequent devastations by fire, are of brick, and there is an appearance of thrift and enterprise on all sides that tells of a thrifty but go-ahead people.

Such is River Falls. The Speech Making.

We come now to the reception proper, the speech making, and a regular feast of happy sayings it was. This took place in the chapel

construction. As characteristic of Mr. Stickney, the work of construction has been
thoroughly done, and though much of the distance has not yet been ballasted, little if any
more jar was felt as the train passed over it
yesterday than on many of the roads of this
section operated for years past.

Although the line was formally opened yestenday regular trains will not be appropried.

There was no wide difference in manwelcome the excursionists to River Falls. There was no wide difference in managing a railroad and a school successfully. This house was erected in 1874, and dedicated in 1875. In it an effort was made to educate the young for the guidance and direction of the common schools of the State. To this school, to-day marks an epoch long to be remembered. We have labored and prayed for the culmination of the event we are to-day celebrating so long that when I saw the Although the line was formally opened yesterday, regular trains will not be announced before next week, probably, side tracks, switches, and a turn table having yet to be put in at River Falls, the depot, of which the frame is only up, is to be finished, and finishing touches given to the round house and other necessary buildings and cenveniences for doing business. The road is, however, virtually completed, to the great gratification of the long waiting people of River Falls and Hudson and the country tributary, not forgetting St. Paul, and to the credit of the gentlemen who have put their capital in it, and to manager Stickney, to E. R. STEVENS

who will act as chairman. In response Mr. Stevens said it gave him and the citizens of River Falls the greate-t pleasure to welcome made without incident, except that Manager Stickney gave his excursionists, very unexpectedly, a rich scenic treat. As the train drew up on the table land it was halted, just where a view of lake St. Crair with it. perity impossible in the past. The increased facilities for doing business given us by the advent of the railroad, if honestly improved, will incur to the benefit both of the railroad

glance, both up and down, and such a magnificent sight is was, declared by many who had visited the most noted scenery of the world, to be equal to anything ever before seen. A short halt here, thoroughly enjoyed by all, and then on to where River Falls was cosily nesting on the banks of the far famed Kinickinic river. A mile out from the village a cosy little white house, with comfortable surroundings, and numerous evidences of cultivated taste, was pointed out to the writer as the residence of Prof. Wells, the author of Wells' English grammar. But River Falls, a new world to most of the party, is now the greater attraction, and the American flag from a shapely flag staff planted on a knob lifting its head some 200 feet above the bustling little village, just outside, and to the northeast, proclaimed that the journey's end was about reached. Then the whistle of the engine screeched forth its welcome, hearty cheers from a thousand throats answering it back. Then the train slackened its speed and finally came to a hat, and the excurionists, not standing upon the order of their going, struck for solid earth. And what a sight met their eyes as they emerged from the cars. Not only the population of River Falls but the great bulk of the inhabitants of Pierce county seemed to have come together to give greeting to the It even colivens the pulpit by giving the pastors an opportunity to denounce the rascally railroads. It enlivens the habitants of Pierce county seemed to have come together to give greeting to the excursionists. In the foreground was the River Falls cornet band, Prof. Burt leader. As police by bringing in tramps. It enlivens the parental heart by affording a splendid opportunity for gallavanting lovers, and, if your newspapers are dull, it will enliven them by soon as the excursionists could disembark, an extemporaneous procession was formed, headed by the band, and marched to Brackett's hall. newspapers are dull, it will enliven them by giving them something to pitch into. As he had said, he had attended a good many railroad openings, but he could say, in all candor, he had never attended one where the arrangements were so complete and bountiful as on this occasion. He knew the gentlemen were not responsible. The honor belonged, he knew, to the ladies, and he would therefore close with the sentiment: Main street, where, without ceremony, 300 of

"Fair beings of this Northern clime, Whom not to love and cherish were a crime Whom not to worship, were not worshi Heaven alone, Were crime of blackest hue!"

To respond to which he called upon Gov. Ramsey, as one of the youngest men of the

as all know, is always ready for a talk and promptly came forward, and though he excoriated Mr. Drake in aside for the manner of his introduction, he looked in his usual happy humor when he returned his thanks for the humor when he returned his thanks for the friendly recognition accorded him. But he was not going to make a speech. He could not, however, refrain from returning thanks to the citizens of River Falls for their boundless hospitality, and to the officers of the Hudson & River Falls railroad, for binding in iron bonds

move."
Then, not to be outdone, the Governor repeated a stanza of poetry in his native (German) tongue, which brought down the house. The GLOBE reporter is not a German scholar, but he gives a liberal translation:

He who loves and runs away

He who loves and runs away
Will live to love another day.
Continuing his remarks, the Governor said the western country was constantly on the move. Forty miles of railroad were built to-day After having eaten, and while waiting for 3 and another forly miles to-morrow. It was a melancholy thought that in course of 'clock to roll round, the Globe representative time all the railroads would be completed and there would be no more free rides and free lunches. In conclusion he hoped the present

> that he had come to see it. It was a celebration of one of the great victories of peace. Fifteen years ago River Falls was a straggling hamlet. Now it had a population of 2,000 or more, a growth not due to any extraneous helps, but growing of its commading location. God had planted it in a parfect garden. By the completion of the roil.

tal to each other, his position being that no one but a demagogue would attempt to array one against the other.

being called spoke of the reception by more contained. They all seemed to enjoy the compeople than he thought that section of Wisconsin ing of a railroad and our crowd showed surprise now that we enjoyed your good victuals. He said when he was engaged last week in preparing his speech for this excursion he hunted up his famous prophecy of a year ago published in the papers where he said that men were then working or would be in twelve mouths on twenty-three railroads in Minnesota or tributary to St. Paul He proved. which have been more than doubled in the past which have been more than doubled in the past will not be out of place. A railroad to give this enterprising community an outlet by the way of Hudson has for lo, these many years been the dream and hope of its leading citizens, but like the ignis fatuas, it has always eluded their grasp until the present season, when St. Paul, Stillwater, Hadson and River Falls captital and enterprise combined for the accom
with pride, and which is conceded to be an important of the country falls and the magnificent with pride, and which is conceded to be an important of the country falls and the more than doubled in the past three weeks of his three years, spent the first three weeks of his residence in the country in a dry goods box for his habitation. Every cent for the erection of the cause for this is found in the wonderful fertility of the soil in the country tributary, and in the industrious habits and energies of its inhabitants.

An institution to which every citizen points with pride, and which is conceded to be an important of the past three weeks of his three years, spent the first three weeks of his residence in the country in a dry goods box for his habitation. Every cent for the erection of the Cataract mills, which cost over \$100,000, was earned in the country. The cause for this is found in the wonderful fertility of the soil in the country tributary, and in the industrious habits and energies of its inhabitants.

An institution to which every citizen points which cost over \$100,000, was earned in the country. The cause for this is found in the wonderful fertility of the soil in the country tributary, and in the industrious habits and energies of its inhabitants.

An in intervet three veeks of his three veeks of his three years, spent the first three weeks of his morths on twenty-true railroads in Minnesota over \$100,000, was earned in the country to St. Paul. He proud-like the proud-like in the country to St. Paul. He proud-like the proud-like in the country to S year ago. He now claimed to outrank Martin Kellogg, of St. Paul, the weather prophet. He complimented River Falls and the magnificent country around it, and had gone to the top of the normal school edifice to have a better view. Stick went with him. He said, you call him Stickey for short. I call him "Stick in the mud" over at St. Paul, but you folks here would break every bone in my body if I were to to do so here, where you very properly do so here, where you very properly give him the credit of giving you this road. He is now the manager of three roads into which men near me put their money. I am the last man to say a word against a railroad man or a railroad. Thank God, I never have so far forgotten myself in view of what railroads have gotten myself in view of what railroads have done for this country. But I am a railroad man myself, as I have just told you, and my friend, Col. DeGraff, who don't want to flatter

me, says I am the only man that ever built a railroad in Minnesota without losing money on it, and "I built mine on paper!" H. R. BURDOCK of Stillwater, was next called out. While declining to come forward, he said he desired to return his thanks to the broad gauge hospitality shown the exc raicnists. He had noticed in one of their newspapers that the programme was to come over and eat out River Falls.

extra seats and chairs occupying all the available space. The crowd seated, and a medley by the band, finely rendered, was organized an effort was made to take institute the space. made. When the territory of Minnesota was organized an effort was made to take in this part of Wisconsin, and ever since it had been a matter of regret it was not done. But while their political interests were elsewhere, it was a satisfaction to know that their business interests were with Minnesota.

H. A. TAYLOR.

The chairman announced that as the newspapers had been assailed he would call on Mr. H. A. Taylor, of Hudson. Mr. Taylor was a former resident of River Falls, he and his brother, the late Lute A. Taylor, having published the first paper in the town, and much of his remarks were of personal reminiscences, many of which must necessarily be omitted. He said what he knew about railroads could be embraced in a very small book, though he had used up a good many dead-head tickets, and always said pass when the conductor came round. Anybody could build a railroad, but it look a stomach to open one. More than twenty years ago, with a prophetic eye he had foretold that this beautiful valley would be a great artery of trade. He had even instituted the first public transportation line in the county, the stage, and though it often happened that passengers would throw off on his conveyances on the plea of being in a hurry, he had opened the way for the present railroad. And his enterprise was more closely allied to the H. A. Taylor, of Hulson. Mr. Taylor was his enterprise was more closely allied to the railroad than many supposed, for he had not been in the business long before he was in the hands of a receiver, Dr. Winchester having brought him to time on a first mortgage bond

Mr. Taylor then related several amusing incidents connected with that period, finally getting down to a later date when Frank Clark getting down to a later date when Frank Clark, at present a resident of St. Paul, hung out in Hudson and was a shining light in the literary club of that place. The club fixed upon an entertainment, and Frank was put down to respond to the toast of "The Ladies." He took hold of his task in earnest. Wrote out his speech, rewrote and rewrote it, and then spent weeks in learning it, and the night before the entertainment took a companion out in the back yard and recited it. The eventful night came, and so did Frank's response. He took his position and commenced by saving he rehis position and commenced by saying he regretted he had had no time for preparation, and then started off: "I am proud," "I am proud, proud," "I am proud, proud," "I am proud, proud," The shout that ye prepared."

The shout that ye great the prepared it is the property of the property

The shout that gr. eted the narration of this incident can be better imagined than decribed. Mr. Taylor then mentioned a sparking cribed. Mr. Taylor then mentioned a sparking incident with the present Mrs. Taylor, in which an old gentleman lighted him home a dark night with a lantern, much to the disgust of both, and wound up his remarks with an eulogy of the advantages possessed by River Falls and its beautiful surroundings, which he declared equal from personal observation to the far famed scenery of the old world. JUDGE WEATHERBY,

of Hudson, was pleased to join in the general congratulations ever the final fruition of the long waited and hoped for railroad connection between Hudson and River Falls, so important to both places and the tributary country.

JUDGE AARON GOODBICH,

of St. Paul, took pleasure in returning thanks for the boundless hospitality of the good people of River Falls. They were not like the apostle with his two loaves and three fishes, no three loaves and two fishes; no- At this point the judge's voice was rendered unintelligible by shouts of laughter, the next words being, "but had an abundance." The judge concluded by a had an abundance. warm tribute to the beauty of the scenery, which he declared in all respects equal to that along the banks of the far-famed Hudson. MR. A. P. WILD

was then called out to speak for River Falls. Mr. Wild related how his young imagination had been fired by the vivid description of the rich soil and beautiful scenery as portrayed in letters written back to his old home by Judge Foster, the first spler, and how when River Falls railroad, for binding in iron bonds
St. Paul to such a people, and to their
beautiful surroundings. He recollected twenty
years ago there was scarcely a house in all this
region of present teeming life and high civilization. What he had seen made him a firm
boliever in the declaration of the colored
preacher of Richmond, Va., "The world do
move."

Then, not to be outdone, the Governor reThen, not to be outdone, the Governor reThen, not to be outdone, the Governor rein view of where he was speaking. Twenty years ago he and his brother present, H. A., started their paper, and the thrill of satisfaction can almost still be felt that permeated the community when the aunouncement was medicitated. made that the railroad surveying party had pass-ed down the valley toward St. Paul. Hope de-ferred maketh the heart sick, and if there may be any want of cordiality in the reception to-day, it could be ascribed to the fact that the peeple had not woke up to the fact that the railroad is really built. railroad is really built.

Mr. Wild then gave a review of the history of River Falls, incorporated into lunches. In conclusion he hoped the present enterprise would be remunerative, and that at no distant day the road would be extended down to Ellswerth and beyond.

HON J. B. BRISBIN

was next called to the front and declared himself surprised at what he had seen, and glad that the visible of the root of th

traneous helps, but growing of its commands location. God had planted it in a perfect garden. By the completion of the railroad, you are enabled in a half hour's ride to place your iron hand upon the head waters of the Mississippi, which permeates one-half the continent; a day's ride upon the chain of lakes leading from the north to the east, and by a two days' ride upon the ocean's main. The invention of printing had done much to disseminate intelligence, but it did not surpass the conquests of steam, the great civilizer.

Mr. Brisbin continued at some length, slightly touching upon the bearing of labor and capilly the consumption of the invention of the thirty years, if those coming after us are only true to the principles taught them by the early settlers. Judge Foster closed by exhorting the rising generation to be true to the trusts devolving upon them. ST. PAUL THANKS.

Mr. E. J. Hodgson then offered the following resolution and called upon Gov. Ramsey to present it, which was done, and it was adopted unanimously:

Resolved, That our most heartfelt thanks are due and are hereby tendered the good people of River Fals for the sumptuous repast prepared for us upon this occasion, and assure you that it will afford us the greatest pleasure to find an opportunity to attest our gratitude in a more substantial manner.

GRACE. In response to the announcement of the chairman that it was proper on all occasions to return thanks to the Giver of all good gifts, Rev. Mr. Bliss then pronounced grace, and the crowd dispersed the excursionists being es-corted to their train by the Hudson and River Falls bands, and soon the train was steaming homeward, hearty cheers being given and re-turned as the start was made. The run homeward was made without notable event the St. Paul depot being made a few moments before 8 o'clock, and thus ended one of the most pleasant, successful and creditable railroad opening exeursions ever gotten up in St.

A MONUMENT. Before dismissing this subject the GLOBE desires to erect a monument to the generous, noble-hearted citizens of River Falls. It would, if it could, embrace all who took part in enter-taining the visitors, but as this cannot be done, it builds it with the names of their representatives, the general committee of arrangement

G. I. AP. ROBERTS, JOHN L. MOODY, A. P. WELD, R. N. JANSON, R. S. BURHYTE, MR. BOXROD, PRESIDENT W. D. PARKER.

Underwear.

This is the season to lay in your warm clothing, and our readers will consult their own in-

The splendid iron front building corner Third and Cedar streets, has been leased for ten years, and is to be transformed into an elogant little hotel, with Mr. Frank Upman as proprietor. Work will be commenced to-morrow to make the necessary changes, and when completed, the necessary changes, and when completed, it will be one of the most cosy and centrally located hotels in the city. Mr. Upman is the son of Col. Upman, who, for the past five years, has conducted the Cosmopolitan. The colonel will retire from business. The furniture and fixtures of the Cosmopolitan will be transferred to the new house, which will be known as Upman's Hotel, and will be open for business about the lat of Tanacare at Lie. business about the 1st of January next. It is to be hoped the young gentlemen will meet with the success he deserves in this undertak-

The funeral of the late J. H. Sherburne tool place yesterday afternoon. The corpse was taken to Christ church, where the services were read by the Rev. W. Cox Pope, B. D., assisted by the Rev. W. R. Powell. From the church the remains were taken to Oakland cemetery,

3.00, 4.00, 4.50, 5.00, 5.50, where they were intered. The following gentlemen acted as pall-bearers: Frank H. Carlton, George R. Monfort, H. Wedelstædt, E. R. Hollinshead, W. Oxley and F. S. Brown.

AMUSEMENTS.

OPERA HOUSE!

Thursday, Friday and Saturday, The Celebrated American Comedian

J. W. Norton's Superior Comedy Comp'y THURSDAY, OCT. 31:

The Victims, and Solon Shingle. FRIDAY NOV. 1:

Everybody's Friend, and Happiest Day of My Life SATURDAY, NOV. 2:

Dot, or the Cricket on the Hearth GRAND OWENS MATINEE, SATURDAY, 2 P. M. Prices—50c, 75c and \$1.00. Reserved seats with out extra charge, three days in advance. 284-eod

STEAMBOATS.

Keekok North'n Line Packet Co.

St. Louis & Intermediate Points.

SIDE WHEEL PASSENGER PACKET

Connecting with all Railroads for the East and South For full particulars inquire of

JOHN H. REANY, Agent, Levee, St. Paul. 143-5mos

CONTRACT WORK.

CONSTRUCTING A SEWER ON WABA-SHAW STREET FROM SEVENTH STREET TO COLLEGE AVENUE,

OFFICE OF THE BOARD OF PUBLIC WORKS, CITY OF ST. PAUL, Minn., Oct. 25, 1878.

Sealed bids will be received by the Board of Public Works, in and for the corporation of the city of St. Paul, Minnesota, at their office in said city, until 12 M. on the 6th day of No vember, A. D. 1878, for

CONSTRUCTING A SEWER ON WABA-SHAW STREET, FROM THE CENTER OF SEVENTH STREET TO COLLEGE

AVENUE. according to plans and specifications on file in the office of said Board. A bond, with at least two sureties, in a sum of at least 20 per cent. of the gross amount bid, must accompany each bid.

The said Board reserves the right to reject any or all bids. H. M. RICE, President.

Official: R. L. GORMAN,
Clerk Board of Public Works.

CITY NOTICE.

OFFICE OF THE CITY TREASURER, St. Paul, Minn., October 26, 1878.

Notice for Judgment.

I will make application to the District Court in and for the county of Ramsey and State of Minnesota, at the special term held Saturday, November 9th, 1878, at the Court House in St. Paul, Minnesota, for judgments against the several lots and real estate embraced in a warrant in my hands for the collection of un-paid assessments with interest and costs thereon for the hereinafter named special assessments. All in the city of St. Paul, county of Ramsey and State of Minnesota, when and where all persons interested may attend and be heard. The owners and descriptions of lots and real estate are as follows:

ASSESSMENT FOR CONSTRUCTING A SEWER ON SIXTH STREET, FROM A POINT HALF WAY BETWEEN CEDAR AND WABASHAW STREET TO MIN-NESOTA STREET.

St. Paul Proper.

Supposed Owner. Julia A Flynn. Same, C C Berkman, Christina Masson, w/2 Henry Schræder, Jane Eliza Sherman, n % Same, n % Gustave Willius, n 1/8 Same, n 1/2 Catherine Ahern, e 1/4 Carver's Subdivision of Lots 5, 6, 7 and 8, Block 10, St. Paul Proper.

Same, Same, 4 10 36 22
All in the city of St. Paul, county of Ramsey 36 22 and State of Minnesota. F. A. RENZ, 286-88

DRY GOODS.

CLOAKS, &C.

## POWERS BROTHERS

91 East Third Street,

Offer Over 1,000 Cloaks at Lower Prices than Any Other House, as

600 Beaver Cloaks at \$2.50. 10.00, &c.

200 Matelasse and Diagonal Cloaks at \$5.00, 6.50, 7.50, 8.50, 10.00, 12.00, 14.00, &c.

100 Diagonal-Cloth Dolmans, Mr. John E. OWENS, Newest and Best Shapes.

100 Circulars at \$4, \$4.50.

100 Misses and Children's Cloaks. Also Large Lines of Shawls and Skirts at Most Popular Prices.

New Goods Opening

AUCTION SALES.

FAT COTTAGE on Wabashaw street, No. 128, for sale at auction on Wednesday, October 35th, till o'clock. The lease of the ground is \$37.50 per ranum. No taxes, except on improvements. A good chance to get a comfortable little home. Terms rash. GRIGGS & JOHNSON.

FOR SALE.

FOR SALE.—At Wright's, two good driving teams for commercial or any driving. 286-87

FGR SALE—New houses, two stories high, six rooms—\$1,300. No cash required; monthly payments or otherwise. Two squares from bridge, in Sixth ward. J. W. McCLUNG.

WANTED-Girl for general housework. References required-83 College avenue. 236 WANTED-Boy who understands care of horse wauted at 48 College avenue-Park Place. 286

WANTED-A competent servant girl-German preferred. Must come well recommended. Apply at this office.

TRAYED—A light colored wild Montana steer from Hankey's stock yards, Rosabelle and Third streets. A reward will be given for his return. 268

FOR RENT. Offices or suits of rooms in McClung's Block. 88 NICELY FURNISHED front room, 167 East 8th

FOR RENT - Basement rooms of an elegant house, centrally located, suitable for housekeeping for small family. Rent can be paid in board. Apply or address W., this office.

## McGRATH

FINE MERCHANT TAILOR, 105 East Third Street

HATS AND CAPS.

Hat and Cap Establishment in St. Paul. Largest stock of  $M\epsilon n$ 's, Boys' and Children's Hats and Caps in the city.

The only exclusive

BEST GOODS AT LOWEST PRICES. Boys' and Children's Hals a specialty, of our own

CALL AND SEE US. No trouble to show goods.

Ramaley & Frank,

NORTHWESTERN FUEL COMPANY! COAL, COKE & WOOD General Office, - 112 East Third Street, St. Paul.

CONTRACT WORK.

Branch Office, - - 29 East Third Street, St. Paul.
Distributing Docks at Duluth and Milwaukee.

CONSTRUCTING SEWER ON NINTH STREET FROM ROBERT TO JACK-SON STREET.

OFFICE OF THE BOARD OF PUBLIC WORKS. CITY OF St. Paul, Minn., Oct. 25, 1878.

Sealed bids will be received by the Board of Public Works in and for the corporation of the city of St. Paul, Minn., at their office in said city. until 12 m. on the 6th day of November, A. D 1878, for

CONSTRUCTING A SEWER ON NINTH STREET FROM ROBERT STREET TO JACKSON STREET,

according to plans and specifications on file in the office of said Board. A bond, with at least two sureties, in a sum of at least 20 per cent. of the gross amount bid, must accompany each bid.

The said Board reserves the right to reject

any or all bids. H. M. RICE, President. Official: R. L. GORMAN Clerk Board of Public Works. 285-95